

CLASSIFICATION <u>SECRET</u>		
COUNTRY <u>East Germany</u>	REPORT NO. 	25X1
TOPIC <u>Brandenburg-Arado Airfield</u>		
		614863
EVALUATION 25X1	PLACE OBTAINED 	25X1
DATE OF CONTENT <u>28 January to 9 February 1954</u>		
DATE OBTAINED 	DATE PREPARED <u>8 March 1954</u>	
REFERENCES <u>25X1</u>		
PAGES <u>1</u>	ENCLOSURES (NO. & TYPE)	
REMARKS		

SOURCE 25X1

The following observations were made at Brandenburg-Arado airfield between 28 January and 9 February 1954:

28 January. A total of 22 Il-10s were counted at the field.

29 January. During the morning, individual flights were made in the vicinity of the field. The aircraft circled three or four times around the field. During the afternoon, aircraft practiced flying individually and in formations of 3 and 4. After air activity was discontinued, a total of 24 Il-10s were parked on the landing field.

4 February. Between 10 a.m. and 2:30 p.m., there was individual flying. After 2:30 p.m., formation flights were made by 4 or 5 ground attack aircraft and one individual aircraft towing a sleeve target. The aircraft headed east and, about 40 minutes later, returned from that direction. The Nos 03, 16, 23, 26, 30, 32, and 33 were identified on Il-10s with red propeller hubs and red upper edges on their rudder assemblies. During the morning, the weather was overcast; later on, it cleared up.

5 February. Between 4 p.m. and 4:45 p.m., Il-10s made flights for approximately 20 minutes, flying small curves at various altitudes. Source believed that factory test flights were being made.

8 February. At 5:20 p.m., about 20 Il-10s were parked on the field. The possibilities of observation were rather poor.

9 February. At 2:30 p.m., 24 Il-10s including Nos 1, 4, 6, 7, and 8, were counted at the field.

Comment. The occupation of Brandenburg-Arado airfield has not changed. Source could only see a portion of the aircraft parked there as his possibilities of observation were limited. On the basis of aircraft numbers reportedly observed on Il-10s at the field since October 1953, it is assumed that the field is occupied by about 45 aircraft. Aircraft numbers observed include the consecutive numbers from 1 to 40, except for 15 and 29. Nos 43, 48 and 50 have also been observed. Nos 03 and 05 probably belong to aircraft from the division headquarters.

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